Chicago Safe Routes to High School (SRHS)

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G.D. Kanoon Magnet Elementary School
Recommended Improvements

Presentation Outline

- Goals
- Related Programs
- Project Location/Area
- Existing Conditions
- Improvement Types
- Proposed Plan
- Project Schedule
- Next Steps

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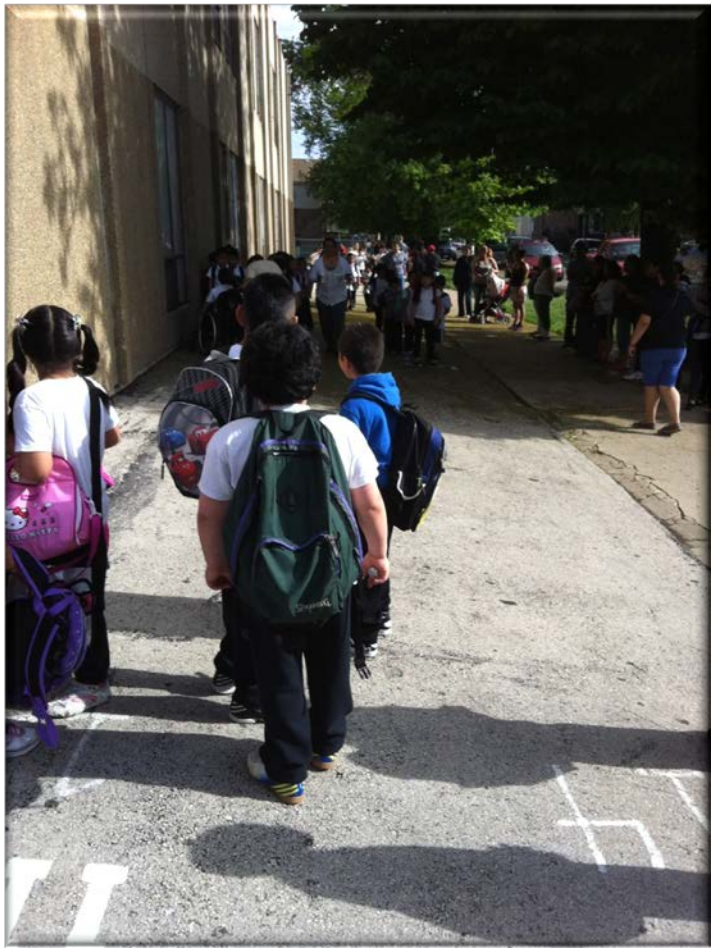
Goals

- Promote walking and biking to school
- Increase safety for school children
- Raise safety awareness among drivers
- Improve pedestrian, bicycle and traffic designs
- Decrease vehicular speed
- Engage the community in support of pedestrian safety
- Use engineering, education, and enforcement



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Chicago Safe Routes to High School

Related Programs

- CDOT
  - Chicago Pedestrian Plan
  - Chicago Streets for Cycling
  - Chicago Forward Agenda
  - Complete Streets Design Guidelines
  - Child Safety Zones
  - Walk to Transit
  - Aldermanic Menu Program
  - Sidewalk-RCMA Program - ADA ramps
  - Traffic Signal Program
  - Arterial Street Resurfacing
  - Streetscapes
- IDOT
  - Congest Mitigation and Air Quality (CMAQ) Improvement Funding

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Streets for Cycling 2020

Legend

Neighborhood Bike Route (310 Miles)

Shorter routes that utilize neighborhood streets to connect Crosstown Bikeways and provide access to local destinations, such as parks, schools, transit, and neighborhood retail, as well as residential areas. Many of these streets are already conducive to bicycling so the amount of new infrastructure required will vary from block to block.

Crosstown Bike Route (275 Miles)

Long, continuous routes on commercial streets that connect neighborhoods, major destinations and local bikeways. The majority of the protected bike lanes in Chicago will be located along Crosstown Bike Routes.

Spoke Route (60 Miles)

Chicago's most direct routes in and out of the downtown area for bicyclists. These streets will be reimagined over the next eight years to provide bicyclists with the safest, quickest and most comfortable accommodations possible.

Existing Bike Lane or Marked Shared Lane

Existing Off-Street Trail

Proposed Off-Street Trail

Open Space/Cemetery

College Campus/School Grounds

The City of Chicago does not maintain jurisdiction over several streets identified in this plan.
All locations are subject to change until final review and approval from the Illinois Department of Transportation and the Cook County Highway Department.

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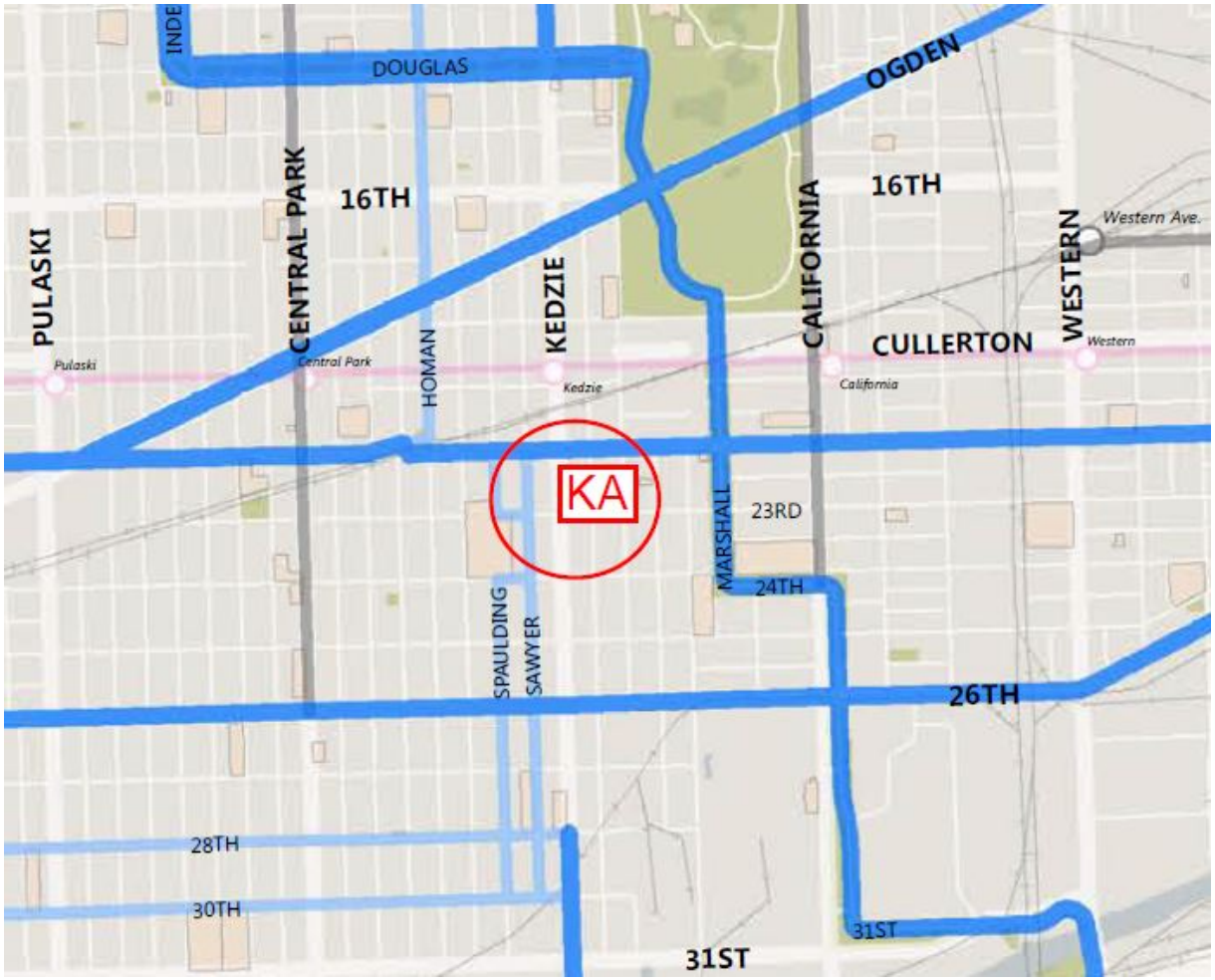

Project Area

- Evaluated at ½ mile distance for pedestrian walking considerations
- Evaluated at 1 mile distance for biking considerations
- Try to improve safety especially on Arterial and Collector Streets

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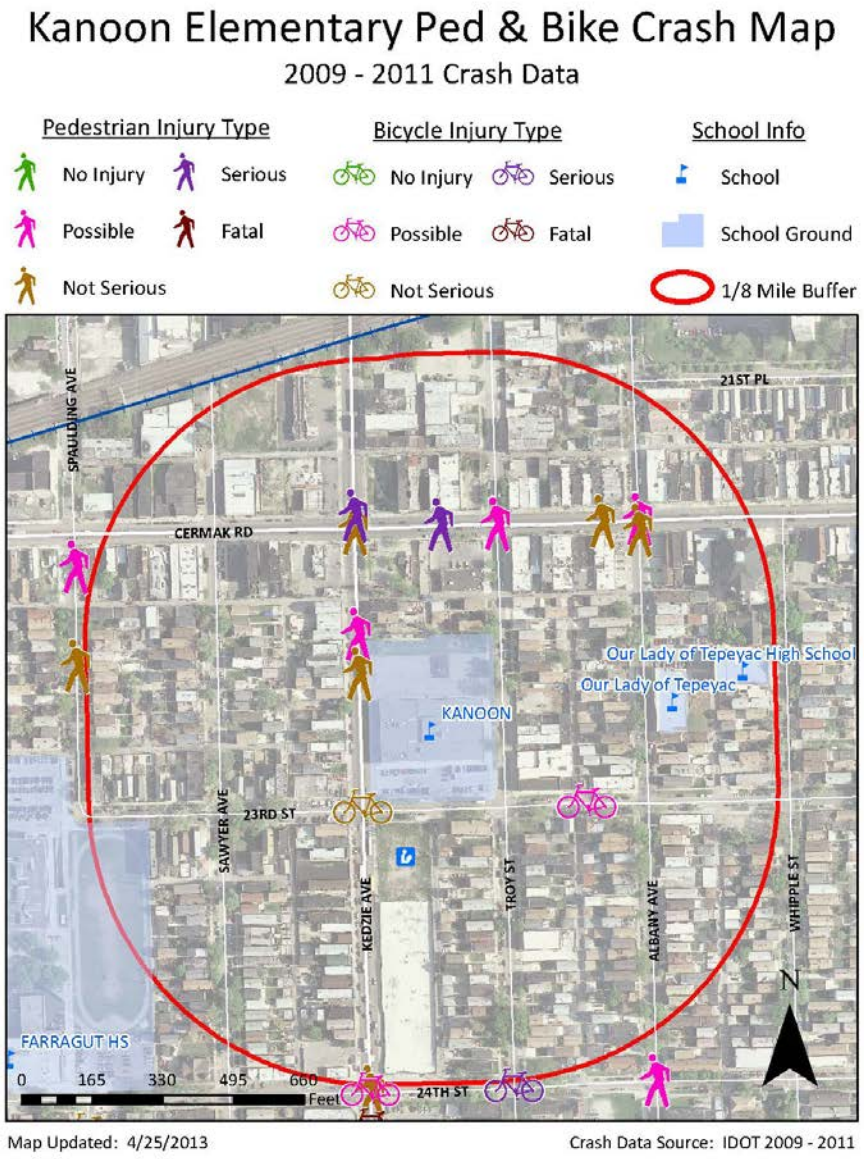
Background Selection

- 10 high schools and elementary schools selected around the city.
- The area around Kanoon had a higher frequency of pedestrian and bicycle crashes than areas around comparable schools.
- School administrators expressed an interest in participating in the program.



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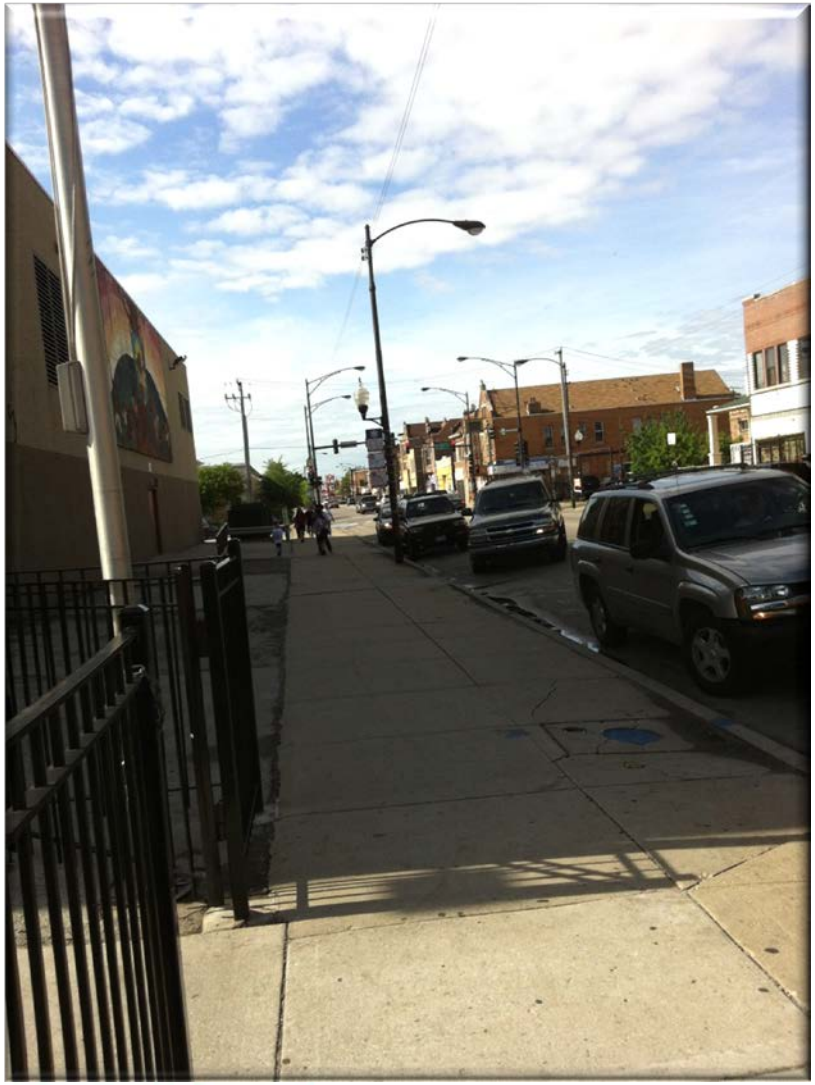
Existing Conditions



Improvement Types

Pedestrian Realm:

- Crosswalk improvements
- Parkway Trees - Separate Pedestrians from Traffic
- Sidewalk Improvements
- Bicycle Racks
- ADA Ramps (at selected locations)

Traffic Realm:

- Pedestrian Crossing Safety
- Driver Speed Feedback Signs
- Traffic Signal Improvements
  - Pedestrian Count-Down Signals
- Improved Signage
- Designated Drop-off Area
- Updated Pavement Markings

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Parkway Trees

- Separates Pedestrians from Traffic
- Aesthetics Beautification

New Plantings:

- Kedzie Avenue east parkway between 23rd Street and north edge of school play lot

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Driver Speed Feedback Signs

- Define Enforcement Zone
  - North and South Along Kedzie Ave.
- Reduce Speeds around School
- Immediate Awareness
- Data Records

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Traffic Signal Improvements

- Countdown Signals
  - 25% Injury Crash Reduction Factor
  - Discourages crossing without time for safe crossing.
- At Kedzie Ave and 23rd Street

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Bicycle Racks

Typical Bike Rack

- Proposed Installation at northwest corner of building along Kedzie Avenue

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Pavement Markings

- Define Crosswalks and Stop Bars
- Increase Visibility
- Identify Enforcement Zone
- Reduce Parking Confusion
- Mark “Safety Zone”
- Encourage motorist to slow and watch for children.

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Pedestrian Accommodations

Typical crosswalk

High Visibility crosswalk

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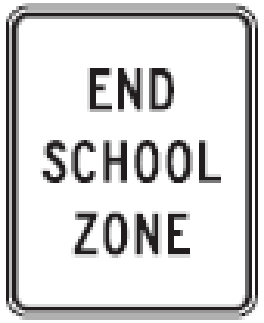
Improved Signage

School Speed Limit Assembly



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Designated Drop-off Areas

R7-2

R7-6

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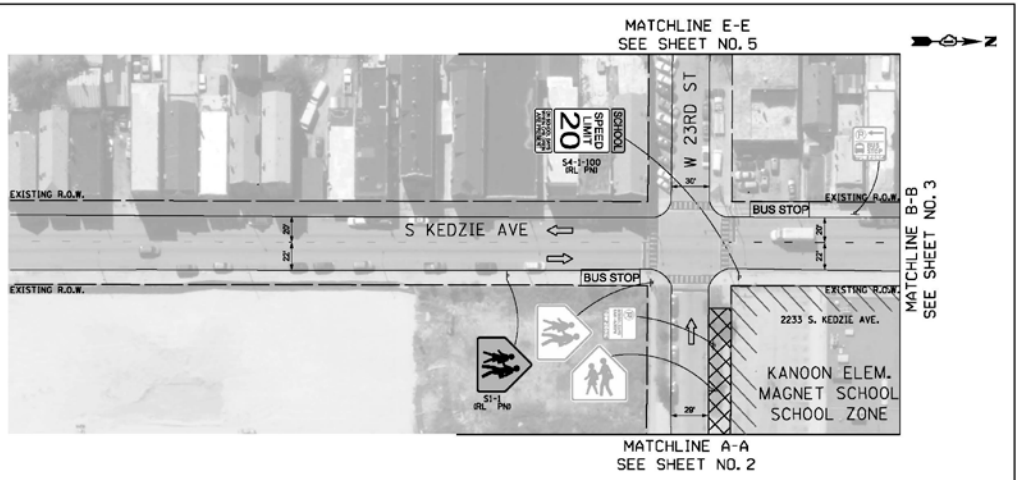
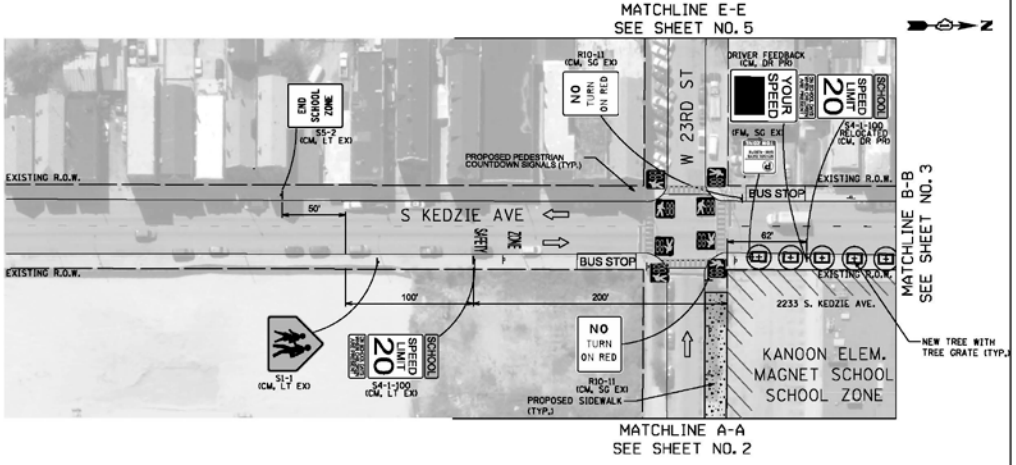
EXISTING CONDITIONS (WITH REMOVALS)



PROPOSED CONDITIONS (WITH INSTALLATIONS)



SCALE IN FEET

JACOBS
525 W. Monroe Suite 200
Chicago, Illinois 60661
Telephone: 312.251.3000
Fax: 312.251.3015

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CHECKED	NEC			
DATE		DATE	BY	DESCRIPTION
		REVISIONS		

CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF PROJECT DEVELOPMENT
SAFE ROUTES TO HIGH SCHOOL

SAFE ROUTES TO SCHOOL
SAFE ROUTES TO HIGH SCHOOL

DESIGN PLAN

KANOON ELEMENTARY
MAGNET SCHOOL
RECOMMENDED IMPROVEMENTS

SCALE: 1" = 40'

DWG. 24 OF 84

SHEET NO.
KN-1

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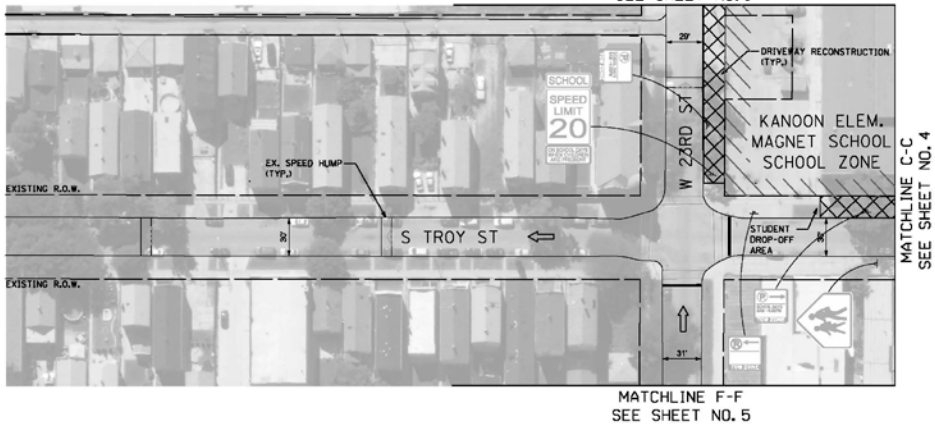

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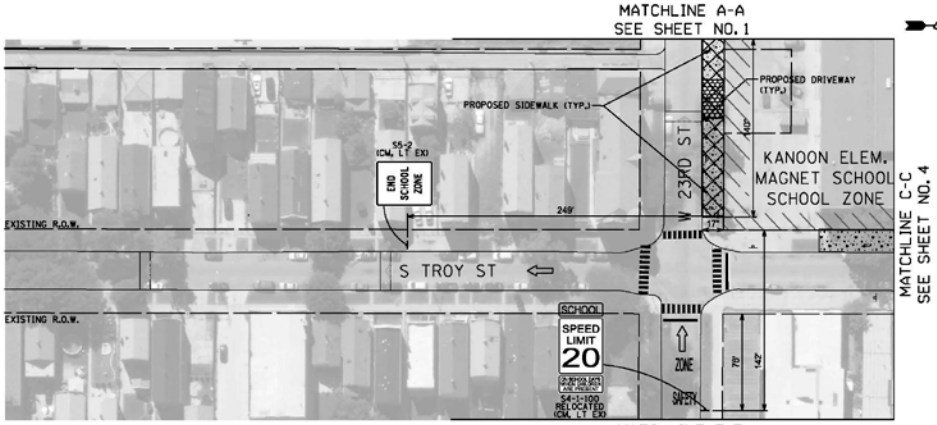

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	DATE	DATE	BY	DESCRIPTION REVISIONS				

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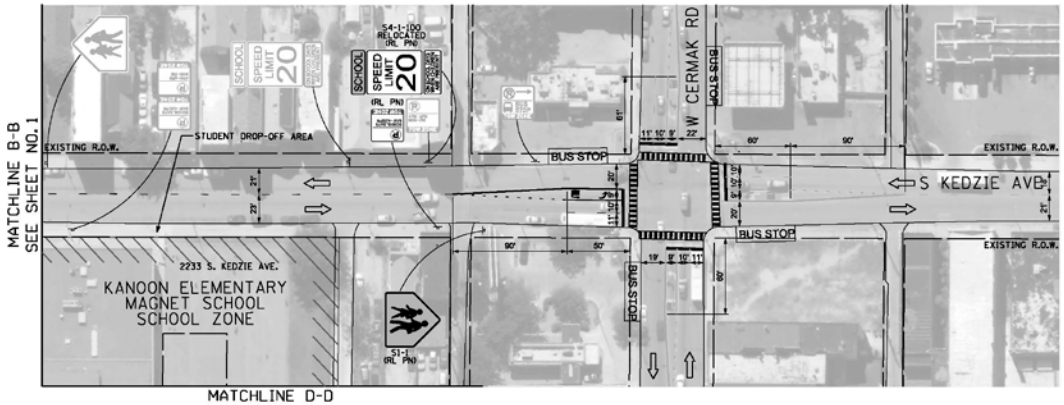
EXISTING CONDITIONS (WITH REMOVALS)



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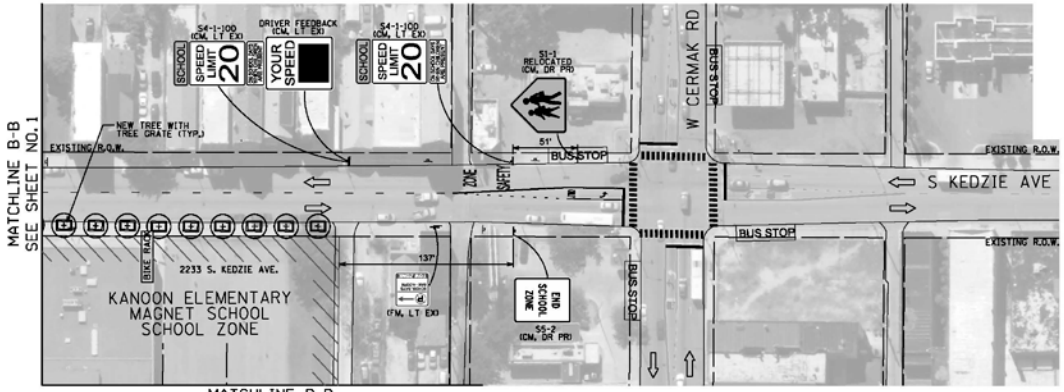

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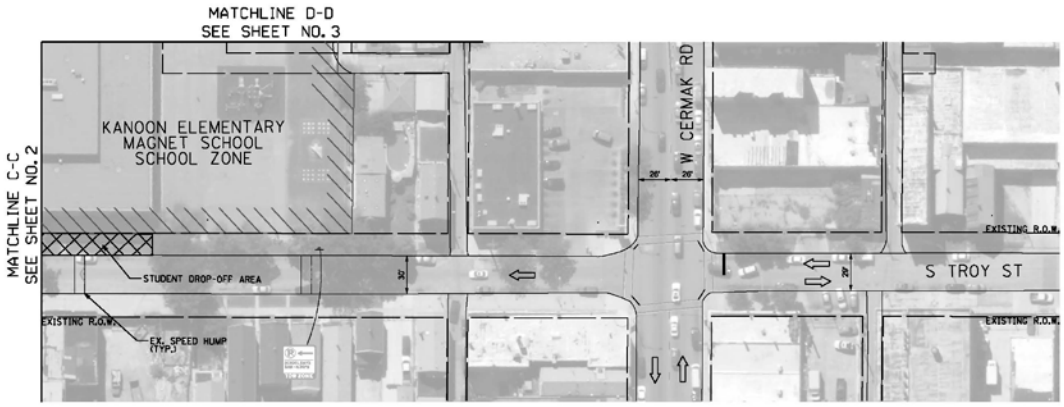
EXISTING CONDITIONS (WITH REMOVALS)



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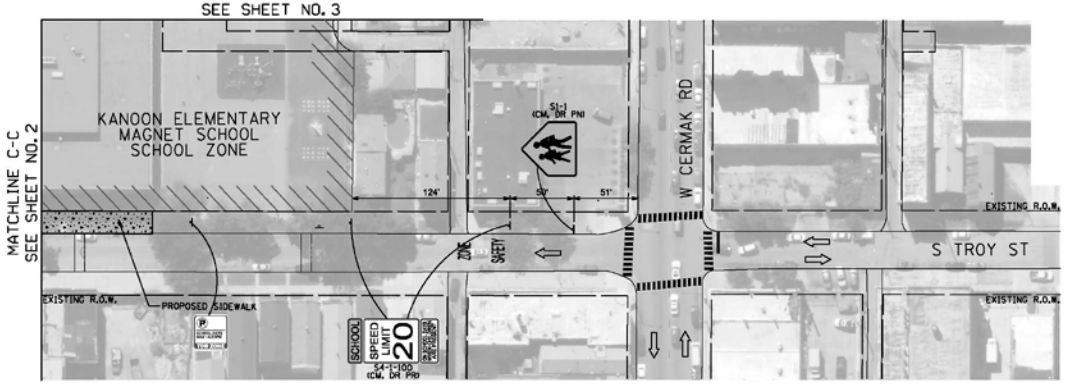

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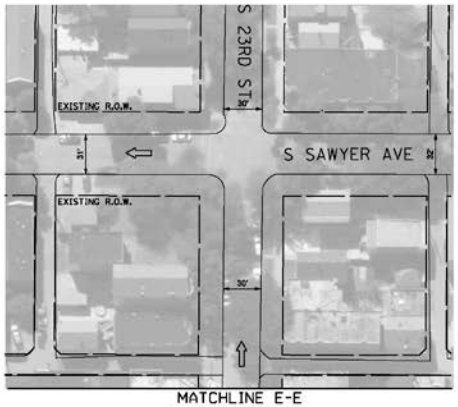
EXISTING CONDITIONS (WITH REMOVALS)



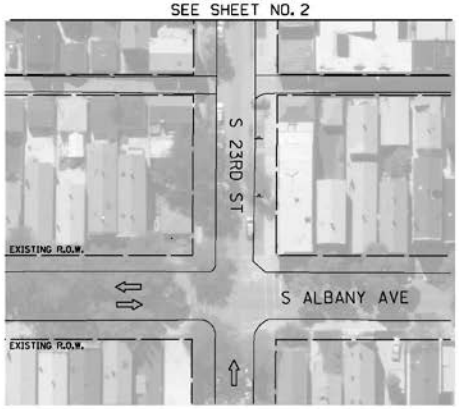
MATCHLINE E-E
SEE SHEET NO. 1

MATCHLINE F-F
SEE SHEET NO. 2

PROPOSED CONDITIONS (WITH INSTALLATIONS)

MATCHLINE E-E
SEE SHEET NO. 1

MATCHLINE F-F
SEE SHEET NO. 2



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SCALE IN FEET

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DATE		DATE	BY	DESCRIPTION
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DEPARTMENT OF TRANSPORTATION
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SAFE ROUTES TO HIGH SCHOOL

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DESIGN PLAN

KANOON ELEMENTARY
MAGNET SCHOOL
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SCALE: 1" = 40'

DWG. 28 OF 84

SHEET NO.
KN-5

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Next Steps

- Community meetings
- Environmental review spring 2014
- Review data and implement changes and/or improvements
- Plan and Specification Preparation Summer 2014
- Construction

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Chicago Safe Routes to High School

Please Provide Comments and

Thank You

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